
CHECKLIST & TABLE OF CONTENTS

APPLICANT: City of Frederick

NAME OF SUSTAINABLE COMMUNITY: Patrick Street Corridor

Please review the checklist of attachments and furnish all of the attachments that are applicable. Contents of the notebook should be tabbed and organized as follows:

- ☐ **TAB #1 Applicant Information**
- ☐ **TAB #2 Sustainable Community Baseline Information - In addition to hard copies of the project location map, a detailed listing of parcels (i.e. Parcel ID Numbers) that form the project boundary should be included. Maps should also be submitted in electronic GIS form (shape file). If you have additional comments or questions, please contact Brad Wolters, Senior GIS Specialist, DHCD, wolters@mdhousing.org.**
- ☐ **TAB #3 Local Capacity to Implement Plans & Projects: Attach Sustainable Communities Workgroup roster noted in Section III**
- ☐ **TAB #4 Sustainable Community Plan**
- ☐ **TAB #5 Progress Measures**
- ☐ **TAB #6 Local Support Resolution**
- ☐ **TAB #7 Signed Sustainable Community Application Disclosure Authorization and Certification**

**All documents on this checklist are mandatory.
Failure to provide the requested document will automatically deny your application.**

I. SUSTAINABLE COMMUNITY APPLICANT INFORMATION**Name of Sustainable Community:** Patrick Street Corridor

Legal Name of Applicant: City of Frederick

Federal Identification Number: 52-6000789

Street Address: 101 N. Court St.

City: Frederick	County: Frederick	State: MD	Zip Code: 21701
------------------------	--------------------------	------------------	------------------------

Phone No: (301) 600-1655	Fax: (301) 600-3187	Web Address: www.cityoffrederick.com
---------------------------------	----------------------------	---

Sustainable Community Contact For Application Status:

Name: Brandon Mark	Title: Planner II
---------------------------	--------------------------

Address: 140 West Patrick Street	City: Frederick	State: MD	Zip Code: 21701
---	------------------------	------------------	------------------------

Phone No: 3016001770 x	Fax: 3016003187	E-mail: jadkins@cityoffrederick.com
-------------------------------	------------------------	--

Person to be contacted for Award notification:

Name: Joe Adkins	Title: Dep Director for Planning
-------------------------	---

Address: 140 West Patrick Street	City: Frederick	State: MD	Zip Code: 21701
---	------------------------	------------------	------------------------

Phone No: 3016001655 x	Fax: 3016003187	E-mail: jadkins@cityoffrederick.com
-------------------------------	------------------------	--

II. SUSTAINABLE COMMUNITY BASELINE INFORMATION

Through this section, applicants will demonstrate that trends and conditions in homeownership, property values, employment, commercial and residential vacancy, community facilities and infrastructure, natural resources, the local business and residential districts show a need for new or continued revitalization reinvestment. Demographic data and trends provided by Applicants should support the choice of the proposed Sustainable Community Area boundary and help form a basis for needs and opportunities to be addressed through the initiatives and projects described in the Sustainable Community Action Plan (Section IV).

POINTS IN THIS SECTION WILL BE AWARDED BASED ON THE SC AREA'S NEED FOR REINVESTMENT AS EVIDENCED BY THOROUGH DESCRIPTIONS OF CURRENT CONDITIONS OR TRENDS (and will not be based upon current or planned revitalization activities which will be covered in Section IV).

A. Proposed Sustainable Community Area (s):

County: Frederick

Name of Sustainable Community: Patrick Street Corridor

Include boundary descriptions and a map of the Sustainable Community. In addition to hard copies of the of the project location map, a detailed listing of parcels (i.e. Parcel ID Numbers) that form the project boundary should be included. If possible, maps should also be submitted in electronic GIS form (shape file). If you have additional comments or questions, please contact Brad Wolters, Senior GIS Specialist, DHCD, Wolters@MdHousing.org

The Patrick Street Corridor encompasses three distinct areas that have the common thread of the Patrick Street Corridor. This corridor helped define Frederick in it earliest days and will provide a transportation link for all three of these neighborhoods. Starting in the west, the Golden Mile is a commercial corridor that has strip shopping centers dating back to the early 1970's. The Downtown Frederick District encompasses is known for its significant architectural resources. East Frederick Rising is known for its largely under developed / underutilized lots which at one time was Frederick's industrial center. Please see the attached maps to see the total area as well as all three neighborhoods.

II. SUSTAINABLE COMMUNITY BASELINE INFORMATION

Approximate number of acres within the SC Area: 3775

Existing federal, state or local designations (check all that apply):

- | | |
|---|---|
| <input checked="" type="checkbox"/> Community Legacy Area | <input type="checkbox"/> Designated Neighborhood |
| <input checked="" type="checkbox"/> Main Street | <input type="checkbox"/> Maple Street |
| <input checked="" type="checkbox"/> Local Historic District | <input checked="" type="checkbox"/> National Register Historic District |
| <input checked="" type="checkbox"/> A & E District | <input checked="" type="checkbox"/> State Enterprise Zone Special Taxing District |
| <input checked="" type="checkbox"/> BRAC | <input type="checkbox"/> State Designated TOD |
| <input type="checkbox"/> Other(s): _____ | |

II. SUSTAINABLE COMMUNITY BASELINE INFORMATION

Prior Revitalization Investments & Smart Growth:

(a) List and describe any significant State and local smart growth or revitalization related program investments (for instance, Community Legacy or SC Rehab Tax Credit) that have been invested in the Area since the launching of Maryland's Smart Growth initiative and programs in 1997 (including Housing investment). What impact have these investments made in the community? (Answer Space 4,000 characters)

Golden Mile

The City enacted the Golden Mile Tax Credit program, aimed at the rehabilitation of existing structures. The County partnered with the City to enact similar legislation. The program offers abatement on the increase in property taxes that result from rehabilitation of properties, with taxes phased in over 7 years.

Following the success of the Golden Mile Tax Credit program, the Vacant Commercial Structures Tax Credit was aimed at filling vacant commercial structures in the City and throughout Frederick County. Both the City and County enacted legislation to allow for the abatement of property taxes on the increase of property value resulting from renovations.

East Frederick Rising

Extensive public and private investment in the area is already underway. Many plans are in place, or projects under construction which will be spearheading the redevelopment of the area, including:

- The Frederick Municipal Airport (FDK) is currently construction on the new air traffic control tower. The tower is being by American Recovery and Reinvestment Act.
- The City of Frederick is funding the central section of Monocacy Boulevard. This critical link will connect East Patrick Street and I70 to Monocacy Boulevard and MD 26. This project is scheduled to Dec 2012.
- The East Street connection to Interstate 70 provides a new southern gateway to the City and will fundamentally change the way visitors access the City from the south.
- Frederick's MARC train station and bus transit station are located in the southern portion of East Frederick along the East Street corridor.
- The City is completing the Monocacy Boulevard connection, a critical East Frederick arterial loop providing key access from the east and north.
- The expansion of Frederick County's regional wastewater treatment facility will provide more than sufficient capacity for growth and revitalization in the East Frederick area.
- Much of the East Frederick area has been identified as a special economic zone under the Federal Base Realignment and Closure process headed by the Lt. Governor.
- The last critical link in the Carroll Creek linear park is located in this area. Completion of this park will provide uninterrupted access from the downtown to the Monocacy Scenic River Greenway and ultimately to the C&O Canal Park.

Downtown Frederick

Public Investment – Carroll Creek Park began as a flood control project in late 1970's - an effort to remove downtown Frederick from the 100-year floodplain and restore economic vitality to the historic commercial district.

Private Investment – Carroll Creek Park also serves as an economic development catalyst. Private investment along Carroll Creek Park is a key component to the park's success. More than 400,000 sf of office space, 150,000 sf of commercial space, nearly 300 residential units and more than 2000 parking spaces are planned or under construction.

- **Downtown Wayfinding Signage Program** – Is a comprehensive effort to improve the signage infrastructure in Downtown Frederick and the surrounding area. The Wayfinding Project is a partnership effort of The City of Frederick, Downtown Frederick Partnership, the Tourism Council of Frederick County, State Highway Administration, and City resident.
 - **East Street Interchange** The new East Street Extension Project, linking downtown to Interstate 70, is part of a multi-phased interstate improvement project to bring I-70 to today's highway design standards, improving safety, access and capacity for the entire region.
 - **Frederick County Tourism Center** – The Tourism Council of Frederick County's new home on East Street consists of 6,250 sf in a historic 105-year-old cannery warehouse.
 - **Board of Education Building** – The FCPS has consolidated offices in a new building that has 89,000 sf office building is now complete and houses 250-300 employees.

II. SUSTAINABLE COMMUNITY BASELINE INFORMATION

(b) Describe any existing barriers to Smart Growth that may affect your jurisdiction or the proposed SC Area. For instance, does your area have higher development fees than outer “cornfields”?

(Answer Space 4,000 characters)

While Patrick Street Corridor is a wonderful example of diverse sections of the City worthy of enhancement and redevelopment, there are some issues that will need to be contended with to make this area of the City see its full potential.

Brown fields – With the large number of industrial sites throughout this area, there is a potential to have brown fields that will need remediation. This could be a costly expense that will need to be factored when redevelopment occurs.

Frederick Municipal Airport – The Frederick Municipal Airport (FDK) is the eastern anchor for East Frederick Rising. With being so close to FDK, there are restrictions that need to be considered during the development process. The Runway Protection Zone, Flight Patterns and Aviation Easements are just a few of the considerations when locating near an airport.

Competition – All three areas are fighting to maintain image and market share with surrounding newer commercial and residential areas. Every time a newer development comes on line, it draws businesses from other areas and creates vacancies in established areas.

Karst Topography – The east side of the City has seen a large number of sinkholes. Karst topography is generally a good indication that sinkholes may occur. The entire east side of the Patrick Street Corridor is classified as karst topography.

Storm Water Management – With the recent changes to the State’s Storm Water Management requirements, these changes are seen by many as a deterrent to redevelopment projects since the new requirements use more land area than the previous requirements.

Afforestation Requirements – Afforestation is also seen as a deterrent to redevelopment projects. Since the two options would be to either create small isolated pockets of forest or pay a fee in lieu of. With redevelopment project the fee in lieu of option is almost always used since land is at a premium.

While the entire corridor is along Patrick Street which is regulated by State Highway Administration (SHA), this is often seen as a problem when dealing with businesses wanting to construct new buildings. The fear of additional mitigation requirements from SHA is seen as a deterrent. Often SHA is seen as one more layer that development must navigate to get a project approved.

Floodplain – For example fifteen percent or 336 acres in East Frederick Rising is classified as floodplain. While floodplain is generally not developed and considered as not valuable, the City uses floodplain to create its stream valley linear path program.

Taxes – Just by locating within in any municipality, puts any business at a slight disadvantage solely on the tax structure. While the City promotes the benefits of those additional taxes (enhanced police service, better recreation services, enhanced infrastructure), it is a difficult sell to convince relocating businesses to choose to locate in the City of Frederick.

II. SUSTAINABLE COMMUNITY BASELINE INFORMATION

B. Community Conditions: Strengths and Weaknesses

(1) Describe the strengths and weaknesses in the proposed Area's existing built environment. For example, what is the condition of housing? Are there underutilized historic buildings and cultural places? What is the condition and availability of community parks and recreational assets? Are there transportation assets? What is the current condition of community infrastructure such as roads and lighting? (Answer Space 4,000 characters)

Golden Mile

The Golden Mile has been developed since the early 1970's. The Fredericktowne Mall opened in 1972 and then both commercial and residential development followed in its footsteps.

Strengths

- The Golden Mile Retail Corridor has 5,000 dwelling units on the north and south side. This provides a very strong base for the corridor.
- The Planning Department has been actively creating a plan for the Golden Mile over the last 14 months.
- The 60th Administration and the two neighborhood Advisory Councils (NAC's) are currently proceeding in creating a 501(c)(3). The Golden Mile Alliance will operate much like a main street program in promoting the Golden Mile (GMA).
- The entire corridor is bisected by Route 40 which has an average traffic count of 63,260 ADDT in 2005.
- The total square footage of commercial space on the Golden Mile is over 2.6 million square feet. Overall commercial vacancy is at 10%.
- According to Maryland Department of Assessment and Taxation the total value to the corridor of \$237,928,160.

Weaknesses

- The Golden Mile is a product of its time. Many of the retail centers are easily dated to the 1970's and 1980's.
- The Fredericktowne Mall sits on 37 acres and has an enclosed space of over 430,000 square feet. The property owners are actively working with the City on the small area plan for the Golden Mile ensuring that the plan will work for all involved.

East Frederick Rising

East Frederick is strategically located between a vibrant historic downtown and an expanding regional airport. East Frederick is accessible by air, rail and major roads. As stated earlier, several key infrastructure elements are in place or nearing completion. There is a vast amount of undeveloped land and the historic grid of streets from the downtown can be seamlessly extended into the area allowing a connected and interrelated east side and downtown.

- East Street / I 70 Interchange – provides a valuable entrance into both Downtown Frederick and EFR. With direct access to I 70, both of these areas are in a better position to attract businesses.
- MARC Train Station – although this is a kiss and ride station, it provides a valuable resource in attracting business. With limited trains, it is a great selling point for both the residential and business communities.
- Frederick Municipal Airport (FDK) – is the second busiest general aviation airport in the State of Maryland. This is a critical component of Frederick's economic viability in the region.
- Central Section of Monocacy Boulevard – provides a convenient path to access the BRAC zone and residential communities to the north and east. This connection provides a secondary access for US Route 15.

Downtown Frederick

Downtown Frederick offers beautifully renovated office and retail space in historic 18th, 19th and 20th century buildings. These eclectic spaces are ideal for niche independent retailers as well as office users and technology companies looking for loft-style office space in the heart of a thriving commercial center. A growing cluster of technology companies have moved to Downtown, drawn by the culture, atmosphere and creative spaces within the historic district.

- Carroll Creek Park began as a flood control project in late 1970s - an effort to remove downtown Frederick from the 100-year floodplain and restore economic vitality to the historic commercial district. Today, more than \$150 million in private investing is underway or planned in new construction, infill development or historic renovation along the Park. More than 400,000 square feet of office space, 150,000 square feet of commercial / retail space, nearly 300 residential units, and more than 2,000 parking spaces are planned or under construction.
- Arts & Entertainment District
- 2011 Great Neighborhood – APA
- 2005 Great American Main Street Award

II. SUSTAINABLE COMMUNITY BASELINE INFORMATION

(2) Describe the Area's land use/zoning make-up (residential, commercial, industrial, and mixed-use). Is the current land use or zoning conducive to revitalization investment? (Answer Space 4,000 characters)

The three regions have substantially different land use and zoning classifications. This is reflective of the very different environments each one is located.

Golden Mile

The Golden Mile Region has almost all commercial zoning. This area was developed in the early 1970's with the first regional mall in Frederick County. The entire corridor is currently developed with commercial land uses. The overall vacancy rate is low with the exception of the mall which has a high vacancy rate.

The properties zoned Mixed Use (MU) are two undeveloped parcels and the Frederick Towne Mall. The mall has approved plans to reconstruct the mall with residential units but has not moved forward with that project. The Summers Farm was just recently annexed and is slated for a mix of residential and commercial. The VFW was recently rezoned to MU and currently has no development plans.

Downtown Frederick

The Downtown Business Region is almost has almost of downtown zoning classifications. These classifications have been in place since the late 1970's and have not changed significantly over the years. The downtown zoning classifications have minimal setbacks. This region has the National Register and the local Historic District which has promoted preservation of the historic structures. This region also has a large percentage of Institutional (IST) Zoning. Many of these parcels are government and church owned properties.

East Frederick Rising

East Frederick was the traditional industrial area on that is typically found on the east side of cities. There are a variety of land uses and zoning that can be found in the area. The large institutional zoning is the Frederick Municipal Airport (FDK) which is a major anchor for the east side. The diverse zoning and land uses is seen as a benefit to this area. A healthy mix of uses located in close proximity is one of the core tenants of smart growth and East Frederick Rising.

East Frederick's Total Area: 2,007.3 Acres

- Floodplain: 336 Acres or 17%
- Airport: 615 Acres or 31%
- Parkland: 44 Acres or 2%
- Other Restricted: 136 Acres or 7%

East Frederick's Net Area: 876 Acres or 44%

Seventeen percent or 336 acres in East Frederick is classified as floodplain. While floodplain is generally not developed and considered as not valuable land, the City uses floodplain to create and continue its stream valley linear path program. The floodplain in East Frederick will be used to provide a pedestrian / bicycle path to connect this area to Downtown Frederick and points further west.

Zoning	Golden Mile	East Downtown	Fred	Total
Downtown Business DB	0.0	115.8	43.6	159.4
Downtown Business Office DBO	0.0	16.6	0	16.6
Downtown Residential DR	0.0	141.3	39.9	181.2
General Commercial GC	246.6	73.6	90.3	410.5
Institutional IST	4.1	374.3	793.4	1171.8
Light Industrial M1	0.0	11.1	714.8	725.9
Heavy Industrial M2	0.0	0.0	67.4	67.4
Mixed Use MU	194.8	0.0	98.5	293.3
Neighborhood Comm NC	0.0	2.1	0.9	3.0
Prof Business PB	0.73	3.3	47.4	51.43
Park PRK	0.0	132.9	43.7	176.6

Residential Office RO	0.0	11.3	0.0	11.3
Residential R4	0.0	57.2	0.7	57.9
Residential R6	0.0	208.9	0.0	208.9
Residential R8	3.6	111.2	0.0	114.8
Residential R12	0.0	8.6	63.1	71.7
Residential R16	0.0	51.9	0.0	51.9
Total	449.8	1,320.1	2003.7	

II. SUSTAINABLE COMMUNITY BASELINE INFORMATION

3) Describe strengths and weaknesses in basic features of community quality-of-life. For instance, is crime an issue for this SC Area? What is the condition and quality of educational choices available to the community? Are artistic, cultural, or community resources, events or facilities within or accessible to residents in the proposed SC Area? (Answer Space 4,000 characters)

The three areas combined make a community that has a lot to offer to the citizens of the City of Frederick. The combination of the commercial, cultural and trade components makes this corridor an important economic engine for the City of Frederick.

Downtown Frederick provides all the charm of the City's past with its historic architectural, sense of place and unique shops and employers. This area has immense access to community and cultural resources. Baker Park, several theaters, a vibrant walkable downtown are just a few of the choices in the downtown.

The Golden Mile shows the City growth when malls were becoming vogue. While this area is still vibrant, after two years of study it is time that this region repositions itself in the current economic climate. The Golden Mile is the largest commercial corridor in the City. The City of Frederick just purchased a 150 acre farm to be used as a park. Rock Creek Linear Park is the northern boundary to this area. Along with park features this linear park has a trail system that connects the entire northside of this area. There is a community theater as well.

East Frederick Rising is the older blue collar industrial area, but is looking to the future with a development pattern that mirrors the downtown. EFR is looking to become a compact green development that will be truly walkable and sustainable. Each area shows a distinct part of the City of Frederick's history along the National Road. This area is under utilized and needs access to parks. However the Carroll Creek Park ends in this area of the City. Once fully develop the City expects that this area to realize its full potential.

II. SUSTAINABLE COMMUNITY BASELINE INFORMATION

C. Natural Resources and Environmental Impact: Strengths and Weaknesses

(1) Describe the strengths and weaknesses of the community's "natural environment." in or near the Sustainable Community Area. What is the current condition of key natural resources - lands, air, water, watersheds, tree canopy, other? If the community is located in a coastal zone, what risks might the community be subject to associated with climate induced sea level rise? (Answer Space 4,000 characters)

Karst Topography – The east side of the City has seen a large number of sinkholes. Karst topography is generally a good indication that sinkholes may occur. The entire east side of is classified as karst topography.

Floodplain – Fifteen percent or 336 acres in East Frederick Rising is classified as floodplain. While floodplain is generally not developed and considered as not valuable, the City uses floodplain to create its stream valley linear path program. The floodplain in East Frederick Rising will be used to provide a pedestrian / bicycle path to connect this area to Downtown Frederick and points further west.

There is another option for the use of the Carroll Creek, the floodplain of this creek can use for bio retention ponds and afforestation sites to help provide additional mitigation for the local air and water quality.

Brown Fields – East Frederick Rising will have to deal with brown fields in their redevelopment plans. Many of the sites are being used or have been used for industrial uses. These uses have the potential of having underground tanks, containment soil and unknown environmental issues.

Air Space – Downtown and East Frederick Rising will need to accommodate the Frederick Municipal Airport's flight patterns and runway restriction zones. A vibrant airport is essential for both of these areas.

Urban Tree Canopy – The City of Frederick recently completed a Urban Tree Canopy Study that shows Frederick has about 14% coverage. While there is need for improvement, many of the City's subdivisions were built on farm land and the trees planted will not mature for another 10 to 20 years. Frederick has adopted the right tree in the right place program.

II. SUSTAINABLE COMMUNITY BASELINE INFORMATION

(2) Describe the strengths and weaknesses of any current efforts to reduce the community's "carbon footprint" or impact on the environment. Is recycling (commercial or residential) available to minimize waste? Are there current efforts to encourage the purchase and availability of fresh local food and other local products and services to the community? Describe any current energy or water conservation efforts that may be underway. If the community has not implemented one of the above initiatives, has the community identified a need or interest to pursue these or other efforts to reduce environmental impact, for instance through the new Sustainable Maryland Certified initiative? (Answer Space 4,000 characters)

How we use resources is greatly impacted by the way we plan our communities. In East Frederick we have the opportunity to plan for maximum efficiency of our invested dollar and limited resources, and therefore offer these resources to more and more businesses and residents, supporting planned growth for the City.

For purposes of this discussion, we have organized this principle into four areas of focus:

- Effective land consumption and use
- Water allocations and efficiencies
- The production and use of energy
- The wise investment of capital and community funds for infrastructure

Frederick has little direct influence over the use and rate of consumption of energy such as oil, coal and natural gas. However, East Frederick could be the start of a trend that maximizes efficiencies when using these resources and provides energy from other, currently untapped, sources. All buildings should be sited and designed to take full advantage of passive sources of energy with energy efficient skins that will reduce demand. In conjunction with the appropriate complement of thermal mass, the use of natural light and operable windows and high efficiency mechanical systems, these buildings will all have significant savings in energy usage and reductions in demand.

The use of renewable energy sources (generally sun and earth) and the redundant benefits of shared and/or district heating and cooling facilities should be planned into the area so that multiple owners can receive the benefits and efficiencies of shared systems.

Trees and plantings, integrated into streets, parks and yards can limit the heat island effect in summer and provide buffering of cold winds in winter, thereby limiting energy consumption. Buildings that are designed to provide compact gardens, courtyards, terraces and green roofs will give people access to nature in an urban environment and will limit energy and water usage. Operationally, all of these strategies will reap rewards year after year in reduced demand, higher quality living environments and higher efficiencies. The City will benefit from the ability to efficiently spread finite resources to more and more employers and residents, thus expanding economic opportunity.

II. SUSTAINABLE COMMUNITY BASELINE INFORMATION

(3) Describe the strengths and weaknesses of the jurisdiction's current stormwater management practices and how these may affect the proposed SC Area. Is redevelopment and retrofitting of infrastructure an issue or opportunity in this SC Area? Stormwater runoff is a significant source of pollution to Maryland's streams and the Chesapeake Bay. Buildings constructed before 1985 have little or no stormwater controls, and development between 1985 and 2010 have some controls. Updated stormwater regulations passed by Maryland's General Assembly in 2010 require that development and redevelopment projects utilize stringent stormwater controls. Sustainable Community Areas may have opportunities for redevelopment practices that can reduce stormwater flows. (Answer Space 4,000 characters)

Since the majority of the East Frederick Rising was developed prior to 1970, the existing SWM are large facilities. Some sites may not have had any SWM facilities at all. Many of the sites are poised for redevelopment; this will create many opportunities to create better SWM facilities. The same is true for landscaping and increasing the urban canopy of the on the east side of Frederick.

The City of Frederick has adopted the new SWM regulations that require environmental design when constructing new facilities. Although these facilities will require more land to construct the new environmental friendly SWM, the benefits to the State will offset that cost.

Another option is the use of the Carroll Creek that runs from west to east in the middle of East Frederick Rising. The floodplain of this creek can use for bio retention ponds and afforestation sites to help provide additional mitigation for the local air and water quality.

The City is always looking for the best storm water management options that will protect the local streams and the Chesapeake Bay. Retrofitting old SWM ponds is always considered when sites come in for redevelopment.

II. SUSTAINABLE COMMUNITY BASELINE INFORMATION

D. Economic Conditions & Access to Opportunity: Strengths and Weaknesses

(1) Describe the jurisdiction's current economic strengths and weaknesses. For example, are there distinct economic drivers in the area or region that will affect access to job opportunities and the progress of the SC Plan? What are the main barriers to the Area's economic competitiveness? What is the current level of broadband access available to serve residents, businesses and public facilities? What efforts are currently in place to increase worker skills and employment? Describe trends in employment rates and business formation. (Answer Space 4,000 characters)

It is difficult to describe the strengths and weaknesses of each without looking at the City of Frederick as a whole. In 2002, the City of Frederick was home to 41,891 jobs and 2,729 businesses. Of the 41,891 jobs, 5,300 of those jobs were located at Fort Detrick. The City has a strong government and health care employment sector with along to its ideal location (45 miles from Baltimore and Washington), has given the City a relatively stable employment base.

In the 2004 Comprehensive Plan, the City was broken down into 5 regions which correspond closely with the three regions in this plan. The Southeast Subarea of the 2004 Comprehensive Plan is larger than East Frederick Rising, but it still gives a good indication of the economic activity in the region.

Region	Subarea	Businesses		Employees	
		Number	% of City	Number	% of City
Golden Mile	Southwest	502	18.4%	7,093	17.0%
Downtown	Core	859	31.5%	9,396	22.5%
EFR	Southeast	824	30.2%	11,637	27.8%

The three regions combine to have over 75% of the businesses in the City of Frederick and over 65% of the employees. This is not surprising since the three regions contain a considerable amount of the non-residential land in the City.

The employment make-up of the City of Frederick shows a diverse economic base with specialization in a variety of sectors. Even the employment sectors with the largest number of employees (Government, Health Care, Retail and manufacturing) represent a board spectrum of economic activities.

Each region has its own distinct employment character. All three regions complement each other and generally do not compete for the same market share. The following is a brief description of the employment character of each region.

Golden Mile

The Golden Mile has over 25% of the City commercially zoned lane. This region contains regional and national chains, restaurants, auto dependent services and larger stores. There is a small amount of professional offices located in this region.

The weakness of this region is that many of the shopping centers were built in the 1970's and 1980's and are dated. The draft of the Golden Mile Small Area Plan has a concrete plan on how to reestablish the character of the Golden Mile.

Downtown

The Downtown is home to small boutique and specialty shops and local restaurants and retailers. With the County Courthouse, Winchester Hall (County Government) and City Hall, there are a large number of professional offices supporting these governmental services.

The weakness of this region is while the core of the downtown is well established; the edges of this region are not well defined. The Downtown Frederick Partnership has been working diligently on creating activities on these edges.

East Frederick Rising

East Frederick Rising is home to the many of the City's blue collar businesses. With limited amount of commercial and

office, the service trades are well represented in this region. The Frederick Municipal Airport (FDK) will have a dramatic influence on this area when the air traffic control tower and the runway expansion are completed.

The weakness of this region is the potential of brownfield remediation when sites are developed. However one of the advantages this region has is that there are large parcels of land under a single ownership which will aid in redevelopment.

II. SUSTAINABLE COMMUNITY BASELINE INFORMATION

(2) Describe the jurisdiction's housing market and access to affordable workforce housing. What are the trends in residential construction (rental and homeownership), homeownership rate, foreclosure rate and, property values. Describe how and whether your jurisdiction's prevailing housing costs - both homeownership and rental - are affordable to households below 120% AMI, 80% AMI and 50% AMI. What efforts are in place currently to house individuals, families and the disabled at or below the AMI levels described above? (Answer Space 4,000 characters)

The number of new housing units being created in the City of Frederick has dropped dramatically over the last 5 years. Prior to the recession, the City averaged about 500 dwelling per year. Over the last 5 years this has drop to just over 120 dwelling per year. This is a 75% reduction from the historic trend.

Over the last five years, the average property saw a reduction in the State assessment of about 20%. This reduction in assessment results in a reduction in taxes and reduces the overall City's budget. Since assessments are made in a three year cycle, the next assessment will be in 2013.

Historically the City of Frederick housing stock is about one third single-family, one third townhouse, and one third multifamily units. This allows for a variety of housing choices. Since the housing stock has been built over the last 50 years, there are a variety of products at different price points.

The overall rent has seen an increase over the last 5 years. This can be accounted for by more people moving from the Baltimore / Washington area to Frederick County. Over the last year, the City Planning Department has also seen an increase in the number of discussion / pre applications for new multifamily units. Nationally multifamily projects (apartments and condos) have been the section of the market that continues to build. The City expects to see several large projects come through the planning process in 2012 with possible construction in 2013 - 2014.

In all three regions the homeownership rate was just below 50%. The Downtown region was the lowest (43.1%) of the three and that is due in part to the number of apartments on the second and third floors. These rates seem to be very consistent over the past 30 years.

While the housing market has not been flourishing as it did 10 years ago, the market is still strong compared to other jurisdictions. This is a result of being located 45 miles from both Baltimore and Washington DC and having Fort Detrick that was not part of the downsizing with BRAC.

II. SUSTAINABLE COMMUNITY BASELINE INFORMATION

(3) Describe the SC Area's demographic trends (with respect to age, race, household size, household income, educational attainment, or other relevant factors). (Answer Space 4,000 characters)

Again in trying to understand the regions, one must start with the City's housing market. Until the last several years the City of Frederick has had a stable and consistent growth in the housing market. Both the 2004 and the 2010 Comprehensive Plans plan for a growth of 500 dwellings per year. This growth is typically about 34% of the County's new residential permits. The City of Frederick has had a consistent percentage of single family, townhouse, and multifamily construction. Each of these housing types has historically made up one third of the housing stock.

In the 2004 Comprehensive Plan, the City was broken down into 5 regions which correspond closely with the three regions in this plan. The Southeast Subarea of the 2004 Comprehensive Plan is larger than East Frederick Rising, but it still gives a good indication of the economic activity in the region.

Housing Comparison				
Region	Golden Mile	Downtown	EFR	Total
Area	Southwest	Core	Southeast	City
Population				
1990	12,851	8,449	13,524	40,846
2000	17,651	8,100	13,746	52,767
Households				
1990	4,782	3,499	5,917	15,937
2000	6,587	3,618	6,140	20,891
% Change	37.8%	3.4%	3.8%	31.1%
Pop per HH				
1990	2.69	2.18	2.24	2.46
2000	2.66	2.02	2.16	2.42
% Change				
Median HH Income				
1990	56,532	38,244	46,583	50,605
2000	53,507	41,044	43,909	51,753
% Change	-5.4%	7.3%	-5.7%	2.3%
Homeownership				
1990	39.9%	38.2%	46.7%	45.7%
2000	49.1%	43.1%	48.4%	55.6%
Housing Units by Year				
1990-2000	30.7%	3.0%	8.2%	27.4%
1980-1990	36.7%	1.8%	21.2%	18.6%
1970-1980	26.0%	5.9%	16.7%	20.0%
1940-1969	5.4%	24.2%	39.2%	16.5%
1939 or earlier	1.1%	65.0%	14.6%	17.5%

In all three regions the homeownership rate was just below 50%. The Downtown region was the lowest of the three and that is due in part to the number of apartments on the second and third floors. These rates seem to be very consistent over the past 30 years.

Golden Mile

Again one of the Golden Mile's strongest attribute is the fact that there are over 17,000 persons within an easy walk or drive of the commercial corridor. This region is still creating new homes as can be seen in the rise in the number of households. This region has the highest person per household with over 2.6 persons per household. The large majority of the housing units have been built over the last thirty years which would follow the development pattern of the commercial corridor.

Downtown

The Downtown Region actually shows a slight decrease in population from 1990 to 2000. This drop is not reflective in the number of households. The decrease in population is a result of the smaller units and that is reflected in the 2.02

persons per household. This is the lowest of all the regions in the City. As one might expect the vast majority of units were built prior to 1940 since this area is the historic core of the City.

East Frederick Rising

As mentioned in the prior section the area is somewhat larger than the EFR Region, but the trends how true for EFR. The population has change very little over the past 20 years. In fact most of the statistics in the table above have remained unchanged. The units were built evenly over the years.

III. LOCAL CAPACITY TO IMPLEMENT PLANS & PROJECTS

A. Organizational Structure:

Describe the Applicant's organizational structure. Specifically, which organizations are members in the Sustainable Communities Workgroup and who are the respective staff? Who are the leaders, and how will the Workgroup advisor or staff manage implementation of the SC Area Plan? (Answer Space 4,000 characters)

Golden Mile

To serve as the organizing committee responsible for the establishment of the Golden Mile Alliance (GMA) – a proposed 501(c)3 to be incorporated in the State of Maryland. The mission of the GMA is to promote and foster the Golden Mile gateway community through business, neighborhood and economic development programs.

The GMA is made up of equal numbers of property owners, business owners and residents. While GMA has not formally submitted their 501(c) 3, the documents are being finalized.

A policy has been established by staff to route all plans (rezonings, site plans and subdivisions) to the Design Committee for review. The Design Committee's comments will be used in developing the staff reports and also given to the Planning Commission for their review.

Downtown Frederick

Downtown Frederick has a long established Downtown Frederick Partnership that works to enhance, promote and preserve the vitality of Downtown Frederick by implementing the national Main Street program for the benefit of Frederick businesses, residents and visitors.

Founded in 1990 as a 501(c) 3 nonprofit organization, Downtown Frederick Partnership has managed Downtown Frederick's Main Street program since designation in 2001. Main Street designation is awarded by Main Street Maryland (State of Maryland) and is recognized by The City of Frederick and the National Trust Main Street Center. The Main Street Program is a preservation-based, downtown revitalization approach. The goal of the Main Street Program is to strengthen the vitality of traditional main streets and neighborhoods.

Working with business and community leaders, the Partnership fully embraces the Main Street Program and oversees the work of four active committees including: the Design Committee which focuses on the downtown streetscape, policy advocacy and long-term planning, the Economic Restructuring Committee which works to support our existing businesses and recruit new businesses where necessary, the Organization Committee which raises funds as well as recruits and thanks volunteers and the Promotion Committee which promotes and brands Downtown Frederick.

East Frederick Rising

It is the mission of East Frederick Rising, through community involvement, to revitalize and develop the east end of the City by creating a vibrant, safe and diverse environment where residential and commercial growth expands in accordance with smart growth principles. Membership includes current and former mayors, city leaders, prominent developers of award winning adaptive reuse projects, land use and legal professionals, real estate experts, local economic development professionals, historic preservationists, planners, urban designers, residents, business and property owners.

A policy has been established by staff to route all plans (rezonings, site plans and subdivisions) to the Design Committee for review. The Design Committee's comments will be used in developing the staff reports and also given to the Planning Commission for their review.

III. LOCAL CAPACITY TO IMPLEMENT PLANS & PROJECTS

B.Organizational Experience:

Describe the Applicant organization's past experience in administering revitalization plans and projects. Describe the roles of the members of the Sustainable Communities Workgroup, including their experience in implementing revitalization initiatives. What are the strengths and challenges of the capacity of these groups with respect to implementation of the SC Plan? *(Answer Space 4,000 characters)*

The Board of Directors from all three areas have a variety of experience in many facets of business including current and former mayors, city leaders, prominent developers of award winning adaptive reuse projects, land use and legal professionals, real estate experts, local economic development professionals, historic preservationists, planners and urban designers, residents, business and property owners.

Each board is fortunate for having board base support from the citizens, property owners, business owners and the City.

III. LOCAL CAPACITY TO IMPLEMENT PLANS & PROJECTS

C. Public Input:

How did residents and other stakeholders in the community provide input to Action Plan described below in Section IV? (Answer Space 4,000 characters)

All three Board of Directors have public meetings where the public is welcome to attend and give comment. The websites are listed below:

East Frederick Rising: www.eastfrederickrising.org

Downtown Frederick Partnership: http://www.downtownfrederick.org/en_us

Golden Mile Alliance: <http://md-frederick.civicplus.com/index.aspx?NID=172>

East Frederick Rising

Before developing the visioning document, East Frederick Rising solicited public comment and input and held community meetings, summarized the results and posted the information to the web at www.eastfrederickrising.org. This document and our vision, principles and recommendations reflect the strong input and participation we received. Essentially, the strongest comments from respondents indicated that the current system of codes is not working and does not provide results that enhance Frederick's heritage. There was also strong support for programs, policies and incentives that would ensure significant job and economic growth in East Frederick within the framework of 'Smart Growth Principles'. There was also fairly strong demand for pedestrian friendly roads and transportation choices and for sufficient and varied environmental and recreation opportunities.

There were other comments about protecting the environment and requiring architectural control but not of the type used by the Historic Preservation Commission. These comments were generally consistent in other outreach meetings. As an example, at the June 11, 2009 public meeting, we had 64 attendees. There was a brief presentation by EFR and then we broke into 5 working groups, each facilitated by a member of EFR. Flip charts and note taking was used to document comments and feedback. There were 289 individual comment entries.

After the meeting, the comments were condensed and summarized into general functional categories. For purposes of this analysis, the group used the following general categories:

Problems with Current Process:	68 Comments
Economic Growth:	54 Comments
Smart Growth Principles:	50 Comments
Transportation Specific Comments:	43 Comments
Parks and Recreation:	30 Comments
Green and Environmental:	25 Comments
Architecture:	19 Comments

Golden Mile

When developing the Golden Mile Small Area Plan (GMSAP), the City of Frederick had four public meetings. Each of these meetings had an attendance of 50+ persons. From these meetings, staff gleaned over 200 comments on issues facing the Golden Mile.

In addition to the public meeting, the City of Frederick had four surveys sent out to the citizens, property owners, business owners and elected officials. The City received over 900 surveys which surpassed the number of surveys returned for the 2010 Comprehensive Plan.

The seven themes that created from all the comments received helped shaped the recommendations of the report. The seven principals are listed below:

- Walkable
- Connected
- Vibrant
- Safe
- Complete
- Attractive

-
- Sustainable

IV. SUSTAINABLE COMMUNITY ACTION PLAN

The Sustainable Community Action Plan (SC Plan or Plan) is meant to be a multi-year investment strategy - a strategic set of revitalization initiatives and projects that local partners believe will increase the economic vitality and livability of their community, increased prosperity for local households and improved health of the surrounding environment. The Plan should be flexible enough to be updated regularly and renewed every five years as the community envisions new goals. The priority initiatives and projects in the SC Plan should improve the livability of community places -- residential, commercial, or other public or private properties - and create new work, retail, recreational and housing opportunities for residents. These projects should also reduce the environmental impact of the community through water and energy resource conservation and management strategies. In this way, the Plan can be a road map for local stakeholders as well as State agencies to work together to create a more a sustainable and livable community.

A. Supporting existing communities & reducing environmental impacts.

(1) A community's approach to Smart Growth generally includes two inter-related areas of focus: encouraging reinvestment and growth in existing communities; and, discouraging growth that degrades natural resources, and farms and rural landscapes. Broadly describe your jurisdiction's Smart Growth approach and any significant accomplishments made over the last decade or so. (Answer Space 4,000 characters)

How we use resources is greatly impacted by the way we plan our communities. In East Frederick we have the opportunity to plan for maximum efficiency of our invested dollar and limited resources, and therefore offer these resources to more and more businesses and residents, supporting planned growth for the City.

Frederick has little direct influence over the use and rate of consumption of energy such as oil, coal and natural gas. However, East Frederick could be the start of a trend that maximizes efficiencies when using these resources and provides energy from other, currently untapped, sources. All buildings should be sited and designed to take full advantage of passive sources of energy with energy efficient skins that will reduce demand. In conjunction with the appropriate compliment of thermal mass, the use of natural light and operable windows and high efficiency mechanical systems, these buildings will all have significant savings in energy usage and reductions in demand. The use of renewable energy sources (solar and geothermal) and the redundant benefits of shared and/or district heating and cooling facilities should be planned into the area so that multiple owners can receive the benefits and efficiencies of shared systems.

Trees and plantings, integrated into streets, parks and yards can limit the heat island effect in summer and provide buffering of cold winds in winter, thereby limiting energy consumption. Buildings that are designed to provide compact gardens, courtyards, terraces and green roofs will give people access to nature in an urban environment and will limit energy and water usage. Operationally, all of these strategies will reap rewards year after year in reduced demand, higher quality living environments and higher efficiencies. The City will benefit from the ability to efficiently spread finite resources to more and more employers and residents, thus expanding economic opportunity.

All three areas are developed and so sensitive redevelopment is key for all three areas. The Golden Mile is looking to capitalized on its commercial development in the early 1970's and 1980's. Infill and redevelopment of existing sites will maximize on the existing infrastructure. The success of this region includes completion of sidewalks along Route 40, improved pedestrian crossings, median fence and the establishment of the Golden Mile Alliance.

Frederick's Downtown redevelopment will mainly consist of reuse of existing buildings. Since most of this area is within the local historic district all exterior changes will need to be reviewed and approved. The existing character of the downtown is at the heart of the Frederick City and County. The success of this region includes the MARC Train Station, East Street Interchange Carroll Creek Linear Park, Wayfinding signage program and parklets .

East Frederick Rising will be looking to redevelopment an under utilized industrial area into a vibrant mixed use development. The success of this region includes the MARC Train Station, East Street Interchange completion of the central section of Monocacy Boulevard and the new air traffic control tower .

By being located in the City limits and within the State's Priority Funding Areas, the City of Frederick is looking in promoting a healthy redevelopment of these three regions. By building on our existing assets, these areas are the models for smart growth in the State of Maryland.

IV. SUSTAINABLE COMMUNITY ACTION PLAN

(2) Describe any major investments in community infrastructure -water, stormwater, sewer, sidewalk, lighting, etc. -- that must be undertaken in order to improve the readiness or competitiveness of the proposed SC Area for private investment and compliance (if applicable) with TMDL regulations. Addressing the stormwater during redevelopment can reduce the pollution entering our streams and contribution to the restoration of the Chesapeake Bay. Investments in infrastructure, generally, can be an important catalyst for new private investment in the community. (Answer Space 4,000 characters)

The City has made a commitment to all three regions with staff time, resources and Capital Improvement Projects (CIP). The projects that have been undertaken are listed below by each region.

Golden Mile

Golden Mile Small Area Plan – has been a commitment by the City to create a document that can be used to improve the Golden Mile. This document will list objectives that need to be completed to help turn around the Golden Mile.

Sidewalk Program – The State Highway Administration (Sidewalk Retrofit Program) has recently completed all of the missing sections of sidewalks along the Golden Mile. This multiyear project helps to make the Golden Mile a more walkable community.

Fence – The State Highway Administration (Traffic Safety Enhance Program) has recently undertaken installing fence in the median of the Golden Mile. This multiyear project will help improve the safety along the Golden Mile.

Downtown Frederick

Carroll Creek Park / Flood Control Project – Began as a flood control project in late 1970s - an effort to remove downtown Frederick from the 100-year floodplain and restore economic vitality to the historic commercial district. Today, more than \$150 million in private has occurred. More than 400,000 square feet of office space, 150,000 square feet of commercial / retail space, nearly 300 residential units, and more than 2,000 parking spaces are planned or under construction.

MARC Train Station – Although this is a kiss and ride station, it provides a valuable resource in attracting business. With limited trains, it is a great selling point for both the residential and business communities.

East Street / I 70 Interchange – Provides a valuable entrance into both Downtown Frederick and EFR. With direct access to I 70, both of these areas are in a better position to attract businesses.

Downtown Wayfinding Signage Program – Is a comprehensive effort to improve the signage infrastructure in Downtown Frederick and the surrounding area. As a part of the implementation of the Catoclin Mountain Scenic Byway Corridor Plan, the resulting system will be used as a prototype for the other communities located along the byway corridor.

Frederick County Tourism Center – The Tourism Council of Frederick County's new home on East Street consists of 6,250 sf in a historic 105-year-old cannery warehouse.

East Frederick Rising

East Street / I 70 Interchange – Provides a valuable entrance into both Downtown Frederick and EFR. With direct access to I 70, both of these areas are in a better position to attract businesses.

MARC Train Station – Although this is a kiss and ride station, it provides a valuable resource in attracting business. With limited trains, it is a great selling point for both the residential and business communities.

Frederick Municipal Airport (FDK) – FDK is the second busiest general aviation airport in the State of Maryland. This is a critical component of Frederick's economic viability in the region.

Central Section of Monocacy Boulevard – Provides a convenient path to access the BRAC zone and residential communities to the north and east. This connection provides a secondary access for US Route 15.

Needed Infrastructure

The one project that could create a noticeable improvement in all three regions is the underpass for the Shared Used Path at US 15 and Rosemont Avenue. This underpass will allow for pedestrian and bicyclist to have unhindered movement from the Golden Mile to East Frederick Rising going through Downtown Frederick.

The City of Frederick has worked in earnest to create a Downtown Hotel / Conference Center. In 2009 a group of community partners and the Major Employers Group identified a critical need for a downtown hotel and conference center. While there are several quality hotels in the Frederick market, the availability and size of meeting and conference space was seen as inadequate by the Major Employers and others.

IV. SUSTAINABLE COMMUNITY ACTION PLAN

(3) Describe policies, initiatives or projects that the community will undertake or expand in order to reduce the SC Area's impact on the environment. Examples include but are not limited to: conservation or management of stormwater through retrofitting of streets and by-ways (Green Streets, rain gardens, etc.); retrofitting of facilities and homes for energy conservation; implementation of "green" building codes and mixed-use zoning; recycling of waste; clean-ups of watersheds; and, encouragement of "Buy Local" approaches that benefit local suppliers and food producers. A comprehensive menu of such actions may be found through the nonprofit Sustainable Maryland Certified initiative. (Answer Space 4,000 characters)

The City has undertaken an extensive effort to make these communities as well as the entire city more sustainable. The greening of the City of Frederick has been an organic process with no real leader in the City.

The Green Initiative Team was formed in 2009 to help lead the City in its sustainable practices. The first goal has been achieved with the City of Frederick being recognized in the second round as a Sustainable Maryland Certified community. This recognition has only been given to eight municipalities in the State of Maryland.

Since planning was established in the City of Frederick, the stream valley corridor has been an established goal. The City has been creating a park along the stream valley corridor of the major streams (Rock, Carroll and Tuscarora) in the City. Once completed this system will provide a seamless trail system linking these three regions.

Mixed Use Zoning - The Downtown Region is the preeminent example of mixed use zoning. The Downtown Region is the established government center for the City of Frederick and Frederick County. In this region, there is a great distribution of residential, commercial and office uses. This vibrant mix ensures that the Downtown is an exciting destination that remains active for 18 hours a day. The other two regions seeing the success of the Downtown Region is looking of how to incorporate mixed use through form base codes or other zoning techniques. Having a more human scale where buildings are pushed up closer to the street and provides more linkages for pedestrians and bicycles.

Get It Downtown - The Downtown Frederick Partnership has a program geared towards the Downtown. "Get It Downtown" is an advertising campaign that looks getting consumers to buy from local businesses. With branding and a gift card marketed towards the Downtown, this program has been seen as high successful by the City.

Farmers Markets - All three regions have a farmers market located within them. These site are driven by the consumer demand. However having local farmers markets allows local products to be available at the neighborhood level. The farmers market at the Fairgrounds is the only market in the City that is operated throughout the year.

Adoption of the State's Storm Water Management - The City of Frederick adopted SWM requirements that were initiated by the Department of Natural Resources. The new requirements look at making SWM ponds more environmental sensitive by using smaller ponds and other best management practices.

Urban Canopy Study - The City of Frederick is committed to ensuring that the environment is considered during the development process. To this end, the City of Frederick commissioned a report to study the urban canopy. This study came back and showed that Frederick has a low Urban Canopy of 14%. With this knowledge, the City of Frederick is making efforts to ensure that more trees are being planted to increase this number. It is all about the right tree in the right place.

The City of Frederick has been a Tree City USA since 1980 which is the longest in the State of Maryland. The City has had an arborist and a tree care plan since that time. The City is committed in protecting and enhancing our inventory of trees.

The City of Frederick was recognized in 2012 as a Bronze Bicycle Friendly Community by the League of American Bicyclists. The Pedestrian / Bicycle Advisory Committee is currently working the Silver Level.

The City of Frederick is also recognized as a Maryland Green Registry community.

IV. SUSTAINABLE COMMUNITY ACTION PLAN

(4) Which community groups or stakeholders will be key to the implementation of the initiatives and projects noted in this section? (Answer Space 4,000 characters)

Golden Mile

Mayor & Board of Aldermen
Planning Commission
Neighborhood Advisory Council 5
Neighborhood Advisory Council 8
Golden Mile Alliance - Board of Directors
Green Initiative Team
Bicycle / Pedestrian Committee
City Staff

Downtown Frederick

Mayor & Board of Aldermen
Planning Commission
Historic District Commission
Neighborhood Advisory Council 11
Downtown Frederick Partnership - Board of Directors
Green Initiative Team
Bicycle / Pedestrian Committee
City Staff

East Frederick Rising

Mayor & Board of Aldermen
Planning Commission
Neighborhood Advisory Council 12
East Frederick Rising - Board of Directors
Green Initiative Team
Bicycle / Pedestrian Committee
City Staff

IV. SUSTAINABLE COMMUNITY ACTION PLAN

B. Valuing communities and neighborhoods -- building upon assets and building in amenities:

(1) What are the key assets that exist in the community upon which the Plan's projects and initiatives will build? Assets may include physical assets such as parks and historic structures and also civic and economic assets such as employers, educational institutions, and cultural organizations and activities. (Answer Space 4,000 characters)

Golden Mile

The biggest asset to this region is that it has 25% of all the commercially zoned land in the City of Frederick. This makes the golden Mile a regional destination attracting a large consumer population to the area.

The State Highway Administration has three projects along the Golden Mile. The Retro Fit Sidewalk Program has been completed and now the entire section of the Route 40 has sidewalks. The second project is the fence in the median of Route 40. This project is for pedestrian safety forcing pedestrians to designated crosswalks. The three project is to improve crosswalks to make them safer for pedestrian crossing.

The Rock Creek Park and path system provides an additional parallel pedestrian and bicycle route on the side of the golden mile. Once the connection underneath US is completed, it will allows access from Downtown to the Golden Mile.

Downtown Frederick

Downtown Frederick is the County Seat and home to City Government, County Government, County Courthouse and the main branch of the library. This strong presence has given the downtown a constant over time that has helped to ensure the viability of the region.

Carroll Creek and Baker are two unique and different assets to the Downtown. Carroll Creek Park is 1.2 miles long that is on top of the Carroll Creek Flood Control Project. It is an urban park with businesses and residential units on either side. The last phase of the park project is currently out to bid.

Baker Park is a 50 acre park that stretches from Downtown to the Golden Mile. This park is home to many cultural and social events including the City's 4th of July celebration.

The MARC Train Station is located squarely between the Downtown and East Frederick Rising. The MARC offers limited train service from Frederick to Union Station in Washington DC.

East Street / I70 Interchange provides a valuable entrance into both Downtown and East Frederick Rising. With direct access to I70, both of these areas are in a better position to attract and retain businesses.

The Downtown is home to many unique shops and businesses that can not be found in other areas. These distinctive businesses offer products and services that makes Downtown Frederick a true destination.

Just as varied is the architecture in Downtown Frederick. Downtown Frederick has the 13th Historic District in the Nation. The historic district is another reason that the downtown is a desirable destination.

East Frederick Rising

The MARC Train Station is an asset to both Downtown Frederick as well as East Frederick Rising by providing limited service to Union Station in Washington DC.

East Street / I70 Interchange provides a valuable entrance into both Downtown Frederick and East Frederick Rising.

Frederick Municipal Airport (FDK) is the second busiest general aviation in the State of Maryland. FDK has just opened its new control tower and has plans for expansion of it s runway to allow more types of planes to safely take off and land.

With the opening of the Central Section of Monocacy Boulevard, this provide a direct access between I70, MD 26 and US 15. This road also connects the City's BRAC Zone with other opportunities in the City.

IV. SUSTAINABLE COMMUNITY ACTION PLAN

(2) What policies, initiatives or projects will reuse or enhance the historical assets, traditional business districts/Main Streets and cultural resources of the community? What actions will reinforce your community's authentic "sense of place" and historic character? (Answer Space 4,000 characters)

The largest number of historic structures are located in the Downtown. The Downtown is located on the National Register, a registered local district and as a Main Street. All three of these efforts help to promote, protect, and enhance the historical assets in the City of Frederick. These historic structures without question gives the City of Frederick its greatest sense of place.

The City of Frederick has taken great efforts to protect these historic resources through various methods. The City's 13th Historic District in the Nation is one of the greatest protection to these assets. Downtown Frederick is part of the Main Street program and has a Main Street Manager.

Downtown Frederick was also named as a Great Neighborhood in 2011 by the American Planning Association. Along with the Great Neighborhood, Downtown Frederick is also an Arts and Entertainment District.

The Golden Mile and East Frederick Rising are using the lessons learned in the Downtown to create a sense of place. The City just created the Golden Mile Small Area Plan that focuses on creating a sense of place. This document will be the first step in creating that place.

East Frederick Rising created a Visioning Document that shows how this area should grow. Not surprising is that making this area more walkable, moving buildings closer to the streets and connected to other communities is a key component of this visioning document.

IV. SUSTAINABLE COMMUNITY ACTION PLAN

(3) Describe policies, initiatives or projects that will increase community access to green spaces, parks and other amenities? A community can gain social and physical benefits from access to a healthy natural environment. The inclusion of complete streets, trails, green space, parks and trees contribute to the character and health of a community. Examples might include improvements to the tree canopy by planting street trees, improving local neighborhood streams, or reusing a vacant lot for a new community park or playground.*(Answer Space 4,000 characters)*

The three regions that make up the Patrick Street Corridor are fortunate to have the Rock Creek and Carroll Creek lining the regions. The Rock and Carroll Creeks are part of the stream valley system that the City has been working on for the last thirty years. Once completed, this system will provide a seamless trail system linking these three areas.

The biggest impediment to this trail network is the issue of getting the regions connection and how to navigate the trail around US 15 near Schifferstadt Museum. The City is currently moving ahead with the designs for this critical link. The estimated cost for this link is \$1,300,000.

Golden Mile

This region has several assets to enhance the quality of life the residents. The city of Frederick bought the Hargett Farm (146 acres) to be used as a regional park. The Hill Street Park is located in the middle of Hillcrest and has the City's first skate park. On the north side of the Golden mile is Rock Creek Path which runs parallel to Route 40.

Downtown Frederick

This region has Baker park which is the City's first regional park which host such events as the 4th of July Celebration, musical and cultural events at the recently renovated band shell and other large events. Baker Park has a natural extension of 1.2 miles that includes the Carroll Creek Urban Park.

East Frederick Rising

Will continue with the Carroll Creek Linear Park. This section of park is going out to bid in 2013. There is also potential to create a large floodplain park in this region. Once completed a person could walk from East Frederick Rising through Downtown Frederick out to the Golden Mile.

IV. SUSTAINABLE COMMUNITY ACTION PLAN

(4) Which community groups or stakeholders will be key to the implementation of the initiatives and projects noted in this section? (Answer Space 4,000 characters)

The projects that are anticipated to be undertaken will take a large effort to take the visions and translate them into physical improvements. The administration is very supportive of all three regions (Golden Mile, Downtown East Frederick Rising) by making staff available and providing startup funds for all three groups. The Department of Planning, Economic Development, Parks & Recreation, Police, Engineering and DPW will be helping ins various capacities.

the Board of Directors for all three regions, along with citizens, property owners, business owners will be need to help complete these projects. State agencies will e solicited in various aspects of East Frederick Rising, Downtown Frederick and Golden Mile. For instance, MD 144 is a State control road and will require discussion with SHA. Other agencies that will be needed included the Federal Aviation Administration, Department of Planning, Department of the Environment, Department of Housing and Community Development and the State Highway Administration. A coordinate effort will be required to achieve results in the corridor, but there is confidence that major projects can be completed with a coordinated effort.

IV. SUSTAINABLE COMMUNITY ACTION PLAN

C. Enhancing economic competitiveness

(1) What economic development policies, initiatives or projects will improve the economy through investments in small businesses and other key employment sectors? What economic development and business incentives will you build upon or implement as part of the SC Plan? Examples could include but are not limited to: green-taping for expedited project application review; permitting and inspection; job training; business tax credits; and, revolving loan funds. (Answer Space 4,000 characters)

One of the biggest deterrents to starting a new business is the initial startup cost. To that end, the City of Frederick has recently allowed businesses to pay the water and sewer impact fees over a four year period. These impact fees for a new restaurant can cost up to \$25,000.

In each of the three regions there are various tax breaks for buildings that have been vacant, historic structures and industrial buildings. The various programs have criteria that must be met in order to enroll in the program.

In the 2010 Comprehensive Plan, the City was well positioned in having 2.4 jobs for every household. The City of Frederick is working diligently to ensure that the ratio continues in the future.

East Frederick Rising is the region that could see the biggest increase in the number of jobs and household units. Currently East Frederick Rising has seen its potential increase with the new East Street Interchange, completion of the Monocacy Boulevard and the new Air Traffic Control Tower.

East Frederick Rising has large under utilized parcels that could experience the biggest change. East Frederick Rising's Visioning Documents anticipates that this area to use the very versatile mixed use zoning classification to jump start this area.

IV. SUSTAINABLE COMMUNITY ACTION PLAN

(2) What workforce development policies, initiatives or projects will increase access to jobs and economic opportunity for residents in the SC Area? Do you have a goal for job creation? Are green jobs an opportunity in the jurisdiction or SC Area? (Answer Space 4,000 characters)

As mentioned previously, the City of Frederick has a goal of 2 jobs for every household unit. This goal first takes root with the annexation of property and the zoning that is placed on the property. In review of the annexation, staff calculates the amount of square footage and the number of jobs that could be created.

The City of Frederick has a workbook of incentives to help businesses in the City. The Department of Economic Development has these incentives on their website.

www.cityoffrederick.com

Golden Mile Commercial Tax Credit

From the initial efforts came the Golden Mile Commercial Property Tax Credit program, was designed to incentivize the rehabilitation of commercial buildings along the Golden Mile. Within 18 months of the program kick off, the Golden Mile saw more than \$20 million in private investment. Five major businesses along the Golden Mile took advantage of this credit.

Arts and entertainment District Tax Credit

Downtown Frederick is a designated Arts & Entertainment District and is allow to take advantage of this tax credit. These credits include property tax credit, artist income tax credit, and the abatement of the arts tax for qualified arts and entertainment establishments.

Vacant Commercial Structures Tax Credit

The vacant structures tax credit is aimed at getting under utilized properties back on the tax roll. Both the City and County enacted legislation to allow for the abatement of property taxes on the increase property value resulting from renovations.

Local Property Tax Credit on Historic Structures

In an effort to revitalize historic structures and the downtown, historic tax credits are available at the federal, state and local levels in the City of Frederick. The local historic district is a 40 block area and is the largest contiguous historic designated historic district in the State of Maryland.

Maryland Sustainable Communities Rehabilitation Tax Credit

This program offered by the State is targeted to commercial income producing properties and contains different credit levels available.

IV. SUSTAINABLE COMMUNITY ACTION PLAN

(3) Describe whether the Sustainable Community will be impacted by the Base Re-alignment and Closure (BRAC) activities in Maryland. If impacted, how do the initiatives and projects in your Plan complement BRAC-related growth? (If not applicable, all ten points will be assessed based on answers to questions 1, 2, and 4) (Answer Space 4,000 characters)

Frederick's BRAC Zone become one of the first designated by the State of Maryland. Through the designation, the City of Frederick is eligible for funds from the State based upon increases in property tax revenue, to assist in the funding of public infrastructure projects within the zone.

The City's BRAC Zone is located in the East Frederick Rising Region. With the improvements to the transportation infrastructure, this area will see greater interest from the business community.

To focus growth in areas that are already designated for growth, provide local governments with financial assistance for public infrastructure in these well defined areas and align other state resources and programs to local government and businesses located in the BARAC zones for a coordinated State effort on making the zones the focus of BRAC Growth.

IV. SUSTAINABLE COMMUNITY ACTION PLAN

(4) Which community groups or stakeholders will be key to the implementation of the initiatives and projects noted in this section? *(Answer Space 4,000 characters)*

IV. SUSTAINABLE COMMUNITY ACTION PLAN

D. Promoting access to quality affordable housing.

(1) What housing policies, initiatives or projects will expand housing choices - rental and homeownership -- for people of a range of ages, incomes, and also for disabled individuals? How will these actions address the current housing conditions and needs noted in Section II? (Answer Space 4,000 characters)

From the City of Frederick's 2010 Comprehensive Plan

HE Policy 1: Facilitate the development of an adequate housing supply of current and future City residents.

HE Policy 2: Promote the development of housing with costs that reflect the range of incomes generated within the City.

HE Policy 3: Improve the availability of housing for the elderly and individuals with disabilities as well as shelter for the homeless.

HE Policy 4: Enhance multi modal options for neighborhoods.

HE Policy 6: Support diverse residential development in the City.

Within each policy there are several implementation strategies that outline the strategy to achieve each goal.

Historically the City of Frederick has had its housing stock evenly divided between one third single family, one third townhouses, and one third multifamily units. This goal has been confirmed in both the 2004 and 2010 Comprehensive Plans. By offering a variety of housing choices is the first step in affordable housing.

The City of Frederick has a MPDU program that requires 12.5% of a development to be MPDUs. This is another tool in obtaining a variety of housing options in the City of Frederick.

In conjunction with the MPDU program, there is an option to pay a fee in lieu of the program. This would allow developers to pay a fee to the City instead of building the units. The City would in turn use these funds to construct MDPU's.

The City of Frederick has a variety of housing units built over a long period of time. This allows for a variety of housing and many different price points.

IV. SUSTAINABLE COMMUNITY ACTION PLAN

(2) Will these housing initiatives or projects increase access to transit or community walkability and/or decrease transportation costs? In other words, will the housing investments result in more people living near work or town centers, or able to more conveniently reach work, school, shopping and/or recreation? *(Answer Space 4,000 characters)*

Transportation choices are increased when the overall density of an area increases. the three regions in the Patrick Street Corridor have some of the highest densities in the City.

The Frederick County TransIT system is run by Frederick County. The City does not control the routes, fares or operations. The City does provide input through the TSAC monthly meetings, but the bus system is solely funded by Frederick County.

The Golden Mile has 10,000 units on the north and south side of West Patrick street. This section of Patrick Street is a major route of the TransIT bus system. The large population base is also an assets to the business community by providing a large workforce population.

Downtown Frederick is the best example of a mixed use community with offices, businesses, and residences. The TransIT system serves this area very well.

East Frederick Rising is the one region where the overall density is very low. The reason for this is two fold. First much of the land is zoned industrial and second most of the land is under utilized. However when this area starts to redevelop, it will experience unprecedented growth.

The tools that the City of Frederick has to increase the overall accessibility include:

Sidewalk Retrofit Program - Working with SHA to ensure that all missing links of sidewalks are installed along state maintained roads.

MARC Transit Hub - Provides limited service to DC and also serves as a hub for TransIT, Greyhound and taxi service.

Shared Use Path Plan - This plan was created in 2002 and shows a network of over 50 miles of paths along the stream valley corridor.

Frederick Municipal Airport (FDK) - the air traffic control tower is now operational and provides safer air space around the City of Frederick. FDK is also working on runway expansion as part of its master plan.

I70 Interchange - This interchange provides critical access to I70 from Downtown and East Frederick Rising. Direct access has been needed for the past 30 years and is now a reality.

East and West Patrick Streets are the major east west corridor in the City of Frederick. By increasing the population and commercial segments in these three regions will increase the various modes of travel throughout the City.

IV. SUSTAINABLE COMMUNITY ACTION PLAN

(3) What is your goal for of number of units to be created of affordable workforce housing, rental and homeownership? What populations (by income or special needs) will benefit from this increased access to affordable housing? (Answer Space 4,000 characters)

Historically the City of Frederick has had its housing stock evenly divided between one third single family, one third townhouse, and one third multifamily. By offering a variety of housing choices is the first step in affordable housing.

With the diversity of the housing stock and the wide range of construction dates, affordable housing is not a pressing issue in the City of Frederick. The goal of the City of Frederick is to make sure that the communities and neighborhoods are active and desirable places to live.

IV. SUSTAINABLE COMMUNITY ACTION PLAN

(4) Which community groups or stakeholders will be key to the implementation of the initiatives and projects noted in this section? (Answer Space 4,000 characters)

The ultimate stakeholders that would be most involved in competing the housing part of the program would be the Mayor and Board of Aldermen and the City's Planning Commission. These two groups would help provide and allocate the funds for what is finally constructed in these regions. Both groups has public outreach prior to making a decision so that all sides of an issue can be debated.

The three Board of Directors will be involved in communicating with the elected officials and the area that they represent. Having free flowing dialogue is key element in ensuring that everyone is kept informed.

Planning, Parks & Recreation, and Engineering Departments along with the Frederick Community Action Agency will play important part in ensuring that a variety of housing and recreational opportunities are part of the approval process.

IV. SUSTAINABLE COMMUNITY ACTION PLAN

E. Support transportation efficiency and access.

(1) What policies, strategies and projects are envisioned to strengthen the transportation network that affects the proposed SC Area? How will these initiatives support transportation choices (including walking, bicycling, bus or rail transit, and carpooling) or otherwise promote an efficient transportation network that integrates housing and transportation land uses? (Answer Space 4,000 characters)

The City of Frederick has a strong transportation network in place. However the City is continuing to improving existing systems that include:

Frederick Municipal Airport
East Street Corridor
MARC Train Station
Carroll Creek Stream Valley Park
Monocacy Boulevard
Grid Street System

In 2012 the City of Frederick was awarded the Bronze Level for bike friendliness by the League of American Bicyclist. The City is expanding on these efforts by planning its second on road bike lanes. The City of Frederick is hoping to achieve the requirements for Silver Level will be met soon.

The City is in the process of creating a pump track for bicyclists which will be located on a rails to trails project.

In 2002 the City of Frederick adopted a Shared Use Path Plan that layouts the ground work for over 50 miles of pedestrian and bicycles paths. Currently about 8 miles of that system has been constructed.

The City of Frederick is working with the Council of Governments to study the feasibility of a Bus on Shoulders program on I270. If this program is acted on it could save sustainable commute time.

IV. SUSTAINABLE COMMUNITY ACTION PLAN

(2) If applicable, describe the SC Area's connection or proximity to transportation centers (e.g. Metro, MARC, and light rail stations) and describe opportunities for Transit - Oriented Development (TOD). Will Plan strategies and projects contribute to jobs/housing balance or otherwise provide a mix of land uses that can be expected to reduce reliance on single-occupancy automobiles? (If transit or TOD is not applicable in your community, all points in this section will be based on questions 1 and 3) (Answer Space 4,000 characters)

The MARC Train Station is an asset for the entire City of Frederick, but East Frederick Rising and Downtown Frederick will experience more benefits from this station since it is located between these two regions. The MARC Train Station provides 3 morning and 3 evening trips each work day.

The property around the MARC Train Station generally has two zoning classifications. The Downtown Business (DB) Zone and the Mixed Use (MU) Zone. These two zones classifications allow for a varied of mixed use options included residential, commercial, office and limited light industrial.

The MARC Train Station is also a transportation hub for the TransIT, Greyhound and local taxi service. The station is located on the Carroll Creek Linear Park which provides great pedestrian access to both East Frederick Rising and Downtown Frederick.

The Brickworks property (about 50 acres) which is located at the new interchange with I70 is poised to developed as a mixed use project with strong TOD similarities. While an actual plan has not been submitted, the developers have indicated that they plan to use the assets of the interchange and MARC Train Station in developing their property.

The 2010 Comprehensive Plan shows the area around the MARC Train Station as mixed use. This land use classification would allow for either DB or MU Zoning Districts.

To truly develop this area in to a TOD, the City and State will need to get better service to this MARC Train Station. There would need to be additional weekday trips and weekend trips to help bring tourist to Frederick for weekend excursions.

IV. SUSTAINABLE COMMUNITY ACTION PLAN

(3) Which community groups or stakeholders will be key to the implementation of the initiatives and projects noted in this section? (Answer Space 4,000 characters)

The stakeholders that would be most involve in completing this section of the plan would be the Mayor & Board of Aldermen and the County Board of Commissioners. These two groups allocate funds for CIP projects like the Carroll Creek Park, TransIT, road improvements. Also these two groups would lobby the various state, federal and private agencies for additional resources.

The groups that will be involved in helping to extend the transportation network include:

Mayor & Board of Aldermen
Board of County Commissioners
City Planning Commission
City Staff
East Frederick Rising
Downtown Frederick Partnership
Fredrick Area Committee on Transportation (FACT)
State Highway Administration
Neighborhood Advisory Councils

IV. SUSTAINABLE COMMUNITY ACTION PLAN

F. Coordinating and Leveraging Policies and Investment

(1) What specific steps will the Sustainable Community Workgroup take to coordinate policies and funding streams to remove barriers to investment and maximize and increase funding in the proposed Sustainable Community Area? (Answer Space 4,000 characters)

The City of Frederick works very efficiently to design, fund and construct various projects throughout the City. With all the departments working towards a set end goals leveling resources will be critical component of this process.

The City would work with the Board of Directors for the three regions to ensure that public and private support is squarely behind each of the proposed projects. By working with non profits, it opens the possibilities to accessing funding sources that are not available to government agencies.

Leveraging funds will be a key component in designing and constructing any project in the Sustainable Community Area. The other component is that private and public buy in at all levels. By working with the boards in all three groups ensures that this will be met. In today's environment partnerships are more important than ever.

IV. SUSTAINABLE COMMUNITY ACTION PLAN

(2) How is the proposed Sustainable Community Plan consistent with other existing community or comprehensive plans? (Answer Space 4,000 characters)

The 60th Administration and the Planning Commission were very supportive of the 2010 Comprehensive Plan and of starting immediately a plan for the Golden Mile. Many of the current Aldermen ran with this as one of their planks in their campaign.

The Planning Commission has always wanted to start on the more detailed small area plans, but with lack of time and funding, this was not possible until now.

These three regions are all supported by the 2010 Comprehensive Plan. In the Land Use Element, all three regions are shown to receive small area plans. Each of the three regions has specific language within the 2010 Comprehensive Plan as to the major issues each region faces.

The City of Frederick has just completed the draft of the Golden Mile Small Area Plan and hope to receive final approval from the Mayor and Board of Aldermen by early Spring 2012.

The next area that will be study will be an area within East Frederick Rising. Since this region is large, the Planning Department is proposing to complete several small area plans within this region.

As to specific policies within the 2010 Comprehensive Plan, the following apply:

LU Policy 1: Encourage development to be compatible with the character of the existing or planned development in the vicinity.

LU Policy 2: Promote new development that incorporates environmental resources as site amenities

LU Policy 3: Allow land uses that build upon regional and local economic assets.

LU Policy 4: Implement a City wide land use pattern that supports the desired level of population and employment growth.

LU Policy 8: Develop neighborhood area plans that provide specific land use objectives and development guidance for the City's neighborhoods.

LU Policy 11: Enhance community identity and visual character by improving City gateways

In the Transportation Element of the 2010 Comprehensive Plan, there is a specific section that addresses neighborhood Character and how transportation affects the sense of place.

TE Policy 4: Include the complete street solutions as part of the design and capacity standards for all roadways.

TE Policy 6: Promote alternatives to the single occupant vehicle (SOV).

TE Policy 7: Promote bicycle and pedestrian mobility in the City of Frederick.

TE Policy 8: Encourage development that meets Transit Friendly Design Standards.

TE Policy 11: Ensure that all new transportation improvements do not adversely impact the City's neighborhoods.

TE Policy 12: Preserve and enhance the historic grid system.

The Community Character and Design Element supports what the whole Sustainable Community Program is attempting to establish. This element was again fueled by the Planning Commission's desire to start working on the details of the Comprehensive Plan in a meaningful and effective manner.

CCD Policy 1: Define area planning sectors in order to preserve and promote neighborhood physical characteristics.

CCD Policy 2: Support creative site planning and architecture in order to establish a built environment that maintains and enhances neighborhood character, aesthetics and offers various levels of interaction to all members of the community while allowing for innovative design.

CCD Policy 4: Design light industrial areas to complement the community image and the visual aesthetics of adjacent neighborhoods.

CCD Policy 5: The City's capital improvement projects shall make a positive contribution to the City's character.

With each policy there are multiple implementation recommendations on how to best to achieve the stated policies. Due to limited space and time, these were not included in this application.

IV. SUSTAINABLE COMMUNITY ACTION PLAN

(3) How will the Plan help leverage and/or sustain more private sector investments? *(Answer Space 4,000 characters)*

Public investment should only be used when it betters the community by improving the amenities, infrastructure or leveraging additional private investment. The City has a long established record on making the best use of resources.

The Carroll Creek Linear Park is one of the best examples of the City leveraging private investment with public resources. While providing an obvious recreational and cultural resource, Carroll Creek Park also serves as an economic development catalyst. Private investment along Carroll Creek Park is a key component to the park's success. More than 400,000 square feet of office space, 150,000 square feet of commercial/retail space, nearly 300 residential units, and more than 2,000 parking spaces are planned or under construction.

The Central Section of Monocacy Boulevard which will provide a critical link between East Patrick Street and Gas House Pike will promote future public investment by opening an area of the City that was underserved to Interstate 70. This \$10,000,000 project will see its return on investment.

The Frederick Municipal Airport (FDK) with the addition of the Air Traffic Control Tower due to open in Summer 2012 will provide a control air space around the City of Frederick. This will help to attract corporate jets to the area and increase the desirability of FDK. The next phase of the airport expansion is the extension of the runway to 6,000 feet. This expansion is seen as desirable by both the corporate and general aviators.

The new interchange of East Street and Interstate 70 is a critical entrance to both the Downtown and East Frederick Regions. The development of the Brickworks Property was dependent on this access. The City is currently in the study phase of a downtown hotel and conference center. This access is essential in attracting a major hotel to the downtown.

The plan will be a tool showing the City's commitment to wisely using precious resources in an ever-tightening economy. With a proven track record, the City of Frederick is well-positioned to apply for and be awarded grants enhancing the ability to complete projects in a timely fashion.

V. PROGRESS MEASURES

For the Plan parts of section IV (A through F):

(1) List the specific outcomes that the Plan seeks to produce. (Answer Space 4,000 characters)

List the specific outcomes that Plan seeks to produce. (15 points)

Since there are three regions each with a distinct character in this application, developing a singular set of outcomes is hard to develop. However it is possible to develop some overarching outcomes that are common to all three regions. These goals are taken from the 2010 Comprehensive Plan and work programs from the Golden Mile, Downtown Frederick and East Frederick Rising

Maintain Frederick as a Regional Hub for Economic Growth

It is the primary tenet of this plan to support jobs creation in the Patrick Street Corridor. Job creation is one of the primary ways that this corridor to ensure Frederick's viability in the regional market place.

Creation of Place

Downtown Frederick is a national treasure and the Golden Mile and East Frederick regions should reinforce and strengthen the sense of place that Downtown Frederick enjoys. Both should have their own identity, evoking pride of place for its residents and businesses. All three regions must become a place where people enjoy working, living, playing and shopping. Creation of place can be achieved by providing for the following: public space, pedestrian connections, outdoor art, multistoried buildings, additional activities (farmers markets, concerts, and events), co locating stores, outdoor dining and compatible building designs.

Infrastructure & Investment

The Patrick Street Corridor needs to prioritize their needs for infrastructure and investments. This prioritization will aide each region in approaching the City and County for CIP projects and is instrumental when applying for grants. The sheer size of the Patrick Corridor allows for solutions on a broad scale in the conservation of land, water and energy. These solutions will maximize the community's environmental sensitivity and long-term sustainability. Implementation will require a coordination of planned public infrastructure and complementary private development.

Livable Streets

The visual quality of the public realm sets the character and the impression of a place. Streets are the primary way residents and visitors see a place. They form the fabric of the community and are the public spaces in which we live. Therefore they must be designed and built to enhance one's experience. Streets should also balance all forms of transportation giving equal weight to walking, bicycling, automobiles and transit.

Connectivity

The ability to provide easy access between the three regions by both vehicle and bike needs to be established. While Patrick Street is maintained by the SHA, it is a major corridor and needs coordination between all the agencies involved.

Completion of the Shared Use Path System is another critical link that needs to be completed. This will be a viable way of traveling through all three regions without traveling on the road network. The major obstacle in the completion of this path is the segment that will connect Downtown Frederick to the Golden Mile at US 15.

By addressing these core values that are critical to the corridor, the Patrick Street Corridor can again become the vibrant street that it has been in the past.

V. PROGRESS MEASURES

(2) And, list the specific benchmarks that will be used to measure progress toward these outcomes. (Answer Space 4,000 characters)

Establishing benchmarks is of no value if you don't put them into practice. By definition, benchmarks are standards against which you should measure your performance. Creating a benchmark system to continually monitor the health of the corridor is essential in determining the overall effectiveness of the program. Many of these indicators do not have good primary data resources, so many of these would be completed by windshield surveys.

The hardest part of creating a benchmark is getting the organization to agree on what the metrics should be used. Once the benchmarking begins, most of the metrics should be agreed upon. Adding additional benchmarks added in out years will not provide accurate historical and quantitative data to determine the overall health of the corridor. Staff believes that the following benchmarks would be effective indicators for the Patrick Street Corridor.

Maintain Frederick as a Regional Hub for Economic Growth

Vacancy Rates

New Business Starts

Types of Businesses

Jobs Created

Additional Square Feet of Non Residential

Creation of Place

Pedestrian Connections

Outdoor Art

Multi-storied Buildings

Additional activities: Markets, Concert etc.

Co-locating Stores

Outdoor Dining

Creation of Public Space

Similar Building Design, Infrastructure and Signage

Combined Marketing Campaign

Facade Improvements

Infrastructure & Investment

State/County/City Projects Undertaken

Private Investment by Local Businesses

Grants Awarded

Livable Street

Streetscape Improvements Projects

Sidewalks Completed

Street Trees Installed

Buildings Fronting on Sidewalks

Bike Racks

Connectivity

Safety Improvements Made at Intersections

Miles of Paths Created

Cross Connections Between Regions, Neighborhoods and Businesses

Linear Feet of Sidewalks Completed

Pedestrian and Bicycle Counts

Transit Counts

While these benchmarks have not been created, staff believes that creating a baseline would be easily done. After the initial baseline is created, then a database would be created to continue to monitor these variables and determine the health of the Patrick Street Corridor

REPLACE THIS PAGE WITH
LOCAL GOVERNMENT SUPPORT
RESOLUTIONS

**SUSTAINABLE COMMUNITY APPLICATION
DISCLOSURE AUTHORIZATION AND CERTIFICATION**

The undersigned authorizes the Department of Housing and Community Development (the "Department") to make such inquiries as necessary, including, but not limited to, credit inquiries, in order to verify the accuracy of the statements made by the applicant and to determine the creditworthiness of the applicant.

In accordance with Executive Order 01.01.1983.18, the Department advises you that certain personal information is necessary to determine your eligibility for financial assistance. Availability of this information for public inspection is governed by Maryland's Access to Public Records Act, State Government Article, Section 10-611 et seq. of the Annotated Code of Maryland (the "Act"). This information will be disclosed to appropriate staff of the Department or to public officials for purposes directly connected with administration of this financial assistance program for which its use is intended. Such information may be shared with State, federal or local government agencies, which have a financial role in the project. You have the right to inspect, amend, or correct personal records in accordance with the Act.

The Department intends to make available to the public certain information regarding projects recommended for funding in the Sustainable Community Plan. The information available to the public will include the information in this application, as may be supplemented or amended. This information may be confidential under the Act. If you consider this information confidential and do not want it made available to the public, please indicate that in writing and attach the same to this application.

You agree that not attaching an objection constitutes your consent to the information being made available to the public and a waiver of any rights you may have regarding this information under the Act.

I have read and understand the above paragraph. Applicant's Initials: _____

Anyone who knowingly makes, or causes to be made, any false statement or report relative to this financial assistance application, for the purposes of influencing the action of the Department on such application, is subject to immediate cancellation of financial assistance and other penalties authorized by law.

The undersigned hereby certifies that the Sustainable Communities Plan or Project(s) proposed in this Application can be accomplished and further certifies that the information set herein and in any attachment in support hereof is true, correct, and complete to the best of his/her knowledge and belief.

Authorized Signature

Print Name and Title

Date